

THE SALT LAKE HERALD

TWENTY-EIGHTH YEAR

SALT LAKE CITY, UTAH, MONDAY, NOVEMBER 8, 1897

NUMBER 348

HOW THE IDAHO MET HER FATE

Hopeless Struggle Against a Fearful Gale.

NINETEEN PERISH, ONLY TWO RESCUED

Frozen Fast to the spar, These Two Released Only by Force.

Idaho Was an Old and Historic Lake Craft—Used as a Flagship During the G. A. R. Encampment—Story of the Rescued Deck Hand—Captain's Order to "Take the One Last Chance"—Thrilling Narrative.

Buffalo, N. Y., Nov. 7.—The following are the names of 16 of the 19 men who lost their lives on the steamer Idaho, which sank during the gale on Saturday morning about Long Point, on Lake Erie: Alexander Gilles, captain, Buffalo; George Gibson, first mate, Buffalo; William Clancy, chief engineer, Buffalo; John D. Taylor, steward, Buffalo; Nelson Skinner, first assistant engineer, Louisville; Louis Gilmore, watchman, Richmond, Mo.; William Gregory, fireman, John Holly, assistant steward, Frederick, Md.; Edward Smith, deck hand, Rochester, N. Y.; M. Bell, deck hand. The names of three of the men drowned are unknown to the steamship company. One was a fireman, another a deck hand, and a third a porter. The names of the two men saved are: Louis La Force, junior second mate, and William Gill, a deck hand, living at 137 Kent street, Rochester, N. Y. It is not known as yet whether the greater portion of the dead men hailed from.

The Idaho went out of commission three or four years ago, but this summer she was thoroughly overhauled. After her overhauling she was placed at the disposal of the Naval Veterans' association and by that association used as a flagship during the G. A. R. encampment in August. At the close of the encampment she was put into commission again as a freighter. The captain of the ill-fated steamer, Alexander Gilles, was a well known and widely known lake seaman. He was 41 years of age and knew the lake waters like a book. His brother, Donald Gilles, is captain of the steamer Harriet.

When the steamer Mariposa arrived in port about midnight last night, with the news of the disaster to the Idaho, and having on board the two surviving members of the crew, Captain Root hastened to say regarding the storm on the lake and the rescue of the two men.

TERRIBLE GALE.

"It was one of the worst gales I ever experienced in all my years on the lakes. We started out in the morning with a load of oats. All the way down the lake we had a fight with the storm and I thought once or twice of putting in somewhere until it blew over. I am glad I did not, for I feel that if I had done so I would have lost my life and would have lost the lives of my mates."

"It was about 12:30 o'clock in the afternoon when the storm started. The wind was from the west and when my first mate, Myron Chamberlain, came to me and told me that he had sighted a spar off to the north and that he thought it was the Idaho, I went to the fore and aft and saw the spar and when I got the glasses on it I could distinguish the men plainly. We were running under a good head of steam at the time and I put on more and headed for the spar."

"When hearing it I was puzzled how to help the men off, for I could not lower a boat in such a storm. Finally I ordered the crew to get the lifeboats alongside and my men picked the poor fellows out. They had to drag them away from the spar by force, for the men had been there so long that their arms had become frozen to the mast and almost frozen fast to it."

"When we got the men on board we put them in bunk and gave them some warm food and they were feeling pretty good physically when we reached the harbor."

William Gill, the rescued deck hand, a country boy, about 23 years of age, had sailed the lake since he was a youth. He is more intelligent than the average seafaring man, and his story of the disaster is told early this morning in a thrilling way.

DECK HAND'S STORY.

"We left here Friday night, bound for Chicago, with a cargo of general merchandise," said "Bey," who seemed all right until we got outside the breakwater, and then we were struck by the worst storm I ever saw. When the first big breaker struck us we were tossed up in the air like a top, and a second later a big roller came over the port bow and rolled down amidships a foot deep. The wind shifted and blew from the west and we did not pay much attention to the storm. We had felt wind before. The captain consulted with the mate and decided that he could weather it, and he kept on his course."

As we headed up the lake, dead against the gale, it appeared to be getting worse every minute. The waves were running high and the wind threw the tops from the breakers and they were moved up in the air like dust. "We moved slowly against the heavy wind and sea, and when we were well up the lake we found that the boat was making water. It kept coming faster and faster and the bilge pumps were put to work, but the water came and every minute the ship kept getting less buoyant and the big rollers continued breaking over her."

"We were near Long Point at this time and the captain started to put there with the intention of beaching the ship. But the water gained so rapidly that

to ball, but it was of no use. The water gained on the pumps and the buckets and soon the water put the fire out."

"When it was found that the power was gone and the Idaho could not be moved we knew we could not live in the trough of that fearful sea, and the only hope left was to run out the anchor and bring her head up to the sea and let her ride out the gale. Every seaman realized the danger of attempting to do that in the face of a hurricane, and when Captain Gilles decided to do it he ordered the fashing of the boats cut and told the men they were free to take

ONE LAST CHANCE

for their lives. At the word the anchor dropped from the bow and the chain began to pay out; but the sea was too heavy, and instead of the anchor catching with a firm grip and bringing the ship's head up to the storm with a jerk, it went too slow and simply tumbled into the trough of the sea, which broke over her in torrents."

"In an instant she was in a hopeless log and she was tossed here and there and taking every wave aboard. From port to starboard the great mountains of foaming water poured, rolling into the hold and adding to the quantity already weighing her down. The load was too much, and after a moment, when we all felt that we were lost, the ship keeled over to the starboard and went down as fast as I could. Another man went with me—the second mate—and I think the Lord that he was with me, or I would have gone mad during all the long hours that I was up there hanging on and trying to keep off the frightful cold that was slowly killing us both."

"There was a rolling to and fro as the vessel struck the bottom and slowly rolled her head over one side. When the second later rolled over to one side, I thought she was going all the way over, but she did not. She settled on the bottom and, though the waves rolled her from side to side, the spar remained out of the water, with my mate and myself clinging to it. All this time the

TERRIBLE SEA.

and if any of them did get in the boat it was simply swept away as soon as the first wave struck it. Maybe they did not leave the ship at all. I was near the spar, and when the stern of the vessel began to go under I went for the rigging and went up as fast as I could. Another man went with me—the second mate—and I think the Lord that he was with me, or I would have gone mad during all the long hours that I was up there hanging on and trying to keep off the frightful cold that was slowly killing us both."

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HAIL AND SLEET

was coming down in a cutting sheet and we were covered with ice in a few minutes, for though the top of the spar on which we were hanging was 25 feet above the water, the big waves struck us and broke over us, and the hail cut us like shot."

"I knew it was about 3 o'clock when we went down and it seemed to me that neither she nor I ever came. When daylight came we could not see a sail anywhere near us, and the sea was as bad as ever. Hour after hour we waited there, and then we saw the Mariposa coming. For a long time we did not know whether she would sight us."

"When she finally sighted us and we saw her head for us, I tried to tell my mate, but I could not, and he looked at me with a happy look on his face. It was the first time since we went down that we saw a human face. He came up to us, and then I knew we were not safe yet, for the sea was running mountain high, and the big steel boat was rolling like a ship in the air until we could see her white bottom under her water line. We knew at once that her captain would not attempt to lower us."

"When the Mariposa got within a cable length of us, a man with a strong voice yelled to us to hang on."

"DON'T GIVE UP."

"He yelled, and we'll get you off soon." The boat circled around us, coming as near as she could, but when she was within a few rods a big roller swept her from under her bow and she went starboard, rolling heavily when she got in the trough of the sea. Then she came back again and again she missed us on the third trip around she ran right alongside our spar and as she went past a dozen men reached for us. An instant later we were dragged from the spar and over the rail of the Mariposa."

The second mate, Louis Laforce, told a harrowing story to the crew of the Mariposa. He said that in the rush of men from the hold one of them, a watchman, was

TRAMPLED TO DEATH.

The crew was frantic to get out of the place. Six or eight, he said, must have been drowned like rats in the hold. They were not worried of the sinking of the boat. The first long dips of the stern was the first indication they had that the danger was so great that they had abandoned her husband for Gunderup, and that Gunderup had a rival for the affections of Mrs. Naack in one Martin Thorn, a barber. Both men had quarreled about the woman and had threatened each other's lives. Meanwhile the missing legs were found close to the navy yard in Brooklyn. At last came the arrest of Thorn

and Mrs. Naack, who were charged with the crime. Had he held his tongue he would probably have continued to live in this city unmolested, but his terrible story was too much for him, and one day he unburdened his mind to an old friend and fellow barber, John Gotha. Gotha told his wife and she would not rest until the police had also heard the story. Thorn, it is alleged, has made a confession.

THE CANADIAN TRAGEDY.

Details of the Horrible Murder Committed by a Brother.

Montreal, Que., Nov. 7.—Thomas Nulty, aged 21 years, brother and confessed murderer of the victim of the Rawdon tragedy, was taken to jail today. Tom and two older sisters had frequently quarreled, and it appeared that on Thursday he had a row with the eldest girl, Elizabeth. Words had been succeeded by cuffs and blows, and Tom drove her sister out of the house. Then, according to the confession of the crime made by him, he followed her to the barn, threatening to murder her. The second sister, Annie, armed herself with a keen-bladed ax, followed Tom, resolved to protect her sister. Tom turned sharply about and before she was aware he was upon her. A brief struggle followed and Tom wrestled the ax from her hands, striking her savagely. The keep weapon was buried in her neck and she fell dead, just as the horrified Elizabeth ran up to see what was the matter. Tom, who was in a state of frenzy, remembered her as the first cause of his crime and resolved to carry out his original impulse of revenge. He chased the shrieking girl to the barn and struck her also with the ax, felling her as he had done poor Annie. Tom then returned to the house and forced open the doors, and among these is one from John C. Bullitt, which, coming highly endorsed as it does by financial authorities, has commanded great attention and study. Mr. Bullitt's plan touches every branch of the problem before the commission, and its provisions, in outline, are as follows:

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The point has also been raised as to the support to be given to the Governor Bushnell should he be elected senator by a fusion, the lieutenant governor, A. W. Jones, would become the chief executive. As the state senate is Democratic by 19 to 12, it is held that a Democrat would succeed Jones and be in line for the governorship. Among the 19 conceded to the Democrats in the senate is Senator Wright of Cincinnati, a firm Republican. He holds the balance of power in that body, and he is non-committal.

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INSURANCE INVESTIGATION.

Revelations in the Conduct of the National Life Company.

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PARALLELS OF POE'S MYSTERY

Crimes That Equal in Atrocity the Freaks of Fiction.

THE GULDENSUPPE MURDER IN GOTHAM

Story That Bristles With Details of Human Degeneracy.

Barber and a Midwife Stand Accused of Being the Murderers—Trial Begins at Long Island City Today—Thomas Nulty Confesses to the Murder of His Sisters and Little Brother at Their Canadian Home—A Fratricidal Crime Horrifying In Its Details.

New York, Nov. 7.—A murder, as shocking in the fiendish details of its execution, as ever took place within the confines of a great city, was presumably committed on Friday, June 25, in a lonely cottage at Woodside, L. I. William Guldensuppe, a Turkish bath attendant, was the victim, and Martin Thorn, a barber, and Augusta Naack, a midwife stand accused of being his murderers. Today their trial will begin at Long Island City before Judge Maddox.

The story of the crime bristles with details of the degeneracy of human beings. No act was ever more carefully planned, nor did murderers ever take pains to cover up their tracks better by effectually disposing of the remains of their victim, yet within 24 hours it was known to the world that a murder had been committed and the pursuit of the butchers had been begun.

THE DISCOVERY.

Two of these youths of the lower east side of New York, who spend their summer days in the water and on the string pieces of the piers, were the accidental discoverers of the horrible crime. The boys were John McGuire and James McKenna. They were passing for their afternoon "dip" June 25, at the foot of East Eleventh street when the sight of a rather strange looking bundle floating with the tide hastened their movements. In a moment they were in the water and saw a murder had been committed and the pursuit of the butchers had been begun.

But they had not yet reached the contents of the bundle. There were still other coverings of heavy brown paper and cheesecloth. When they had been removed there was a pair of feet. There on the pier lay the

MUTILATED TRUNK OF A MAN

with the arms folded across the breast. It was the upper portion of the body from the hips to the throat. The arms had been allowed to remain. From the breast a slice of skin had been removed and over the spot the unfortunate man's arms had been placed as if to conceal it.

The other discovery was made on Sunday morning, June 27. A man and two boys, while picking berries in Ogden woods, in the eastern part of the city, found a bundle which was similar to that picked up the day before in the East river. In oilcloth, brown paper and cheesecloth was wrapped a lower half of a man's trunk. It was the half missing from the East river find. The head and legs were still missing, thus seemingly rendering it impossible to establish the dead man's identity. The head is still missing, but the body has been identified and the mystery unraveled, thanks to the keen and active work of New York newspaper reporters.

QUARRELED ABOUT A WOMAN.

It was learned at the Murray Hill Turkish bath on West Forty-second street that one of the attendants, William Guldensuppe, had not been seen for a couple of days. It was also discovered that there was a woman named Mrs. Augusta Naack, who had abandoned her husband for Gunderup, and that Gunderup had a rival for the affections of Mrs. Naack in one Martin Thorn, a barber. Both men had quarreled about the woman and had threatened each other's lives. Meanwhile the missing legs were found close to the navy yard in Brooklyn. At last came the arrest of Thorn

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GOVERNMENT BY THE BANKS

Monetary Commission Scheme Disclosed.

GOLD STANDARD CURRENCY REFORM

An Issue of Bonds to Retire the Greenbacks.

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STORY OF THE SANTA FE LOOT

Hold-Up of the Train Accomplished by Two Men

OLD BLACK JACK GANG AUTHORS OF THE CRIME

None of the Crew or Passengers Killed or Injured